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EXISTING CONDITIONS

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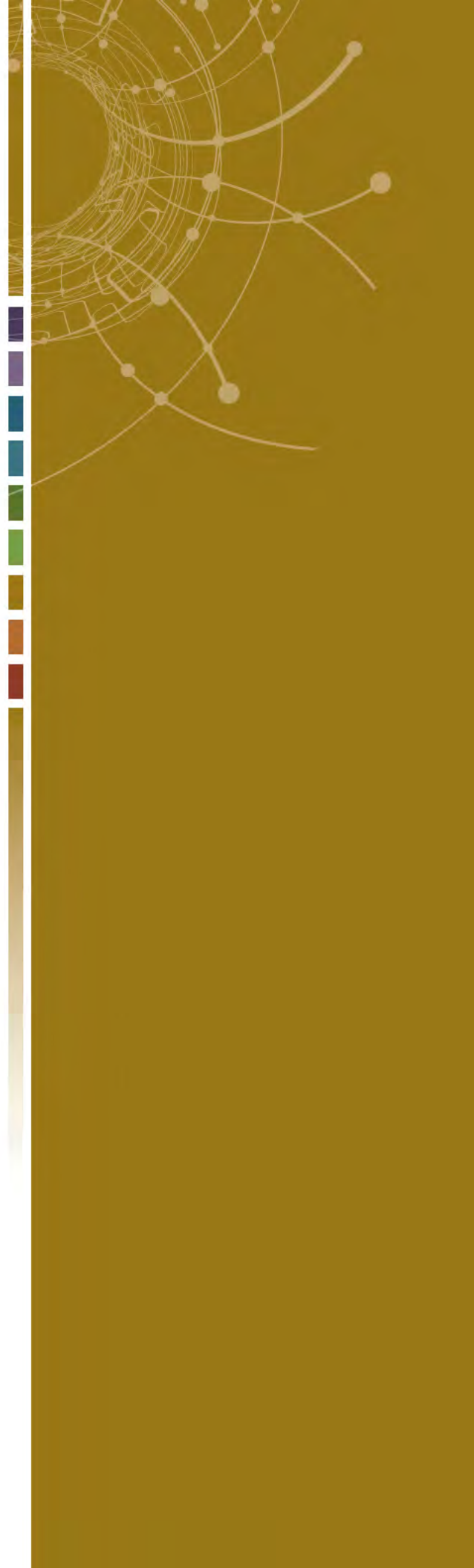
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INTERIM REPORT

MARCH 2013



preface

The purpose of the Existing Conditions Report is to provide a snapshot of the 13-county Houston-Galveston Region's context at the inception of the Houston Galveston Regional Plan for Sustainable Development. The report will help establish baseline information about the region that may be used to measure progress and change over time.

This report identifies existing regional plans and a sampling of implementation initiatives. This existing conditions report does not provide strategies or recommendations to address these challenges or to build on our region's strengths. Rather, its purpose is to act as a barometer of where our region is today through a high-level regional look at these topic areas. A more detailed county-level compendium of facts will be a companion to this report.

acknowledgments

The Houston-Galveston Area Council and a consortium of community partners received a \$3.75 million Sustainable Communities Regional Planning Grant to develop a regional plan for sustainable development for the 13-county Texas Gulf Coast Planning Region. The Houston Galveston Regional Plan for Sustainable Development will be a high-level, long-range plan for enhancing the region's quality of life and economic opportunity for residents. This effort is being led by a partnership of 23 organizations, including H-GAC member governments, non-profit organizations, academic institutions, and other partners.

Coordinating Committee

The diverse experience of members of the Coordinating Committee is meant to strike a balance across sectors and begin a dialogue around issues that have not been discussed across geographic areas, political boundaries, interests and regional needs.

- Houston-Galveston Area Council
- Blueprint Houston/Center for Houston's Future
- Chambers County
- Bay City Community Development Corporation
- City of Galveston
- City of Houston
- City of Huntsville
- Fort Bend County
- Greater Houston Builders Association
- Gulf Coast Economic Development District
- Harris County
- Houston Advanced Research Center
- Houston Tomorrow
- Houston Wilderness
- Local Initiatives Support Corporation
- Metropolitan Transit Authority of Harris County (METRO)
- Montgomery County
- Neighborhood Centers Inc.
- Port of Houston Authority
- Texas Southern University
- United Way of Greater Houston
- University of Texas Medical Branch
- Waller County Economic Development Partnership

Disclaimer

The work provided as the basis for this Existing Conditions Report was supported by funding under an award from the United States Department of Housing and Urban Development. The substance and findings of the work are dedicated to the public. The author and publisher are solely responsible for the accuracy of the statements and interpretations contained in this report. Such interpretations do not necessarily reflect the view of the United States Government.

The content of this report has been gathered from a variety of sources that can be referenced in the end notes of this document. All maps were produced by the Houston-Galveston Area Council.

Our

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Our 13-county region has 134 incorporated cities, which are home to 58% of the region's total population. Between the 2000 Census and 2010 Census, about 29% of the region's incorporated communities lost population and approximately 71% of incorporated communities gained population.¹

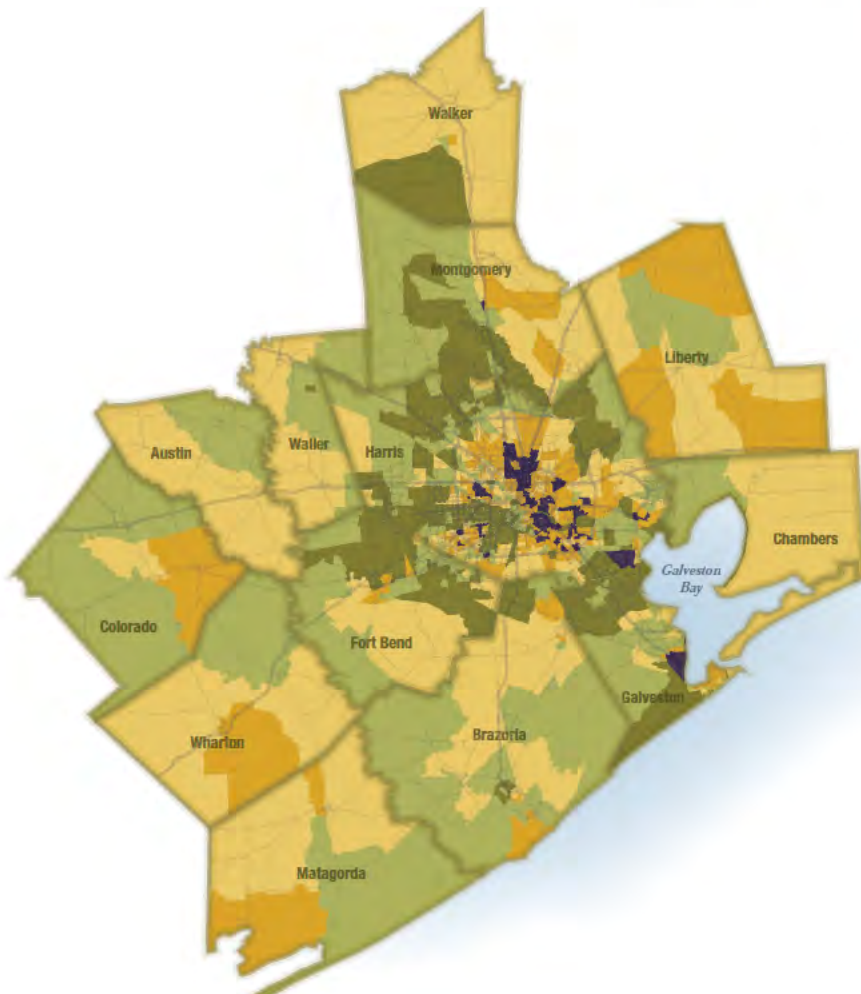
our region is home to more than six million people representing nearly a quarter of Texas' total population. The Houston-Galveston Area Council's *Regional Forecast* predicts that our region will add 3.7 million residents and 2 million jobs by 2040.²

The geography of our region offers opportunities to reside in dense urban centers, rural towns and suburban communities, near forestlands, on open farm or ranchland, or near the water in coastal communities. Each city and county in our region contributes to the housing, transportation, educational, cultural, social, and organizational choices for families, individuals, and businesses.

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Our region's most urbanized areas have the highest and lowest percentages of high school graduates.³

Percent of Adults without a High School Degree³

- Less than 11%
- 11% to 20%
- 21% to 30%
- 31% to 50%
- Greater than 50%

our education system shows signs of improvement, but local indicators do not compare favorably to peer regions in degree completion rates, expenditures per student, and early childhood education enrollment.⁴

Regional Context

- Our region's population (age 25 and older) has a college completion rate of 27.9% which is equivalent to the national average. We are behind peer regions such as Atlanta (34.1%) and Dallas (30.0%). In addition, only 33.6% of the region's age 25+ population has at least an associate degree, lower than many of our peer regions (e.g., Atlanta 40.5%, Dallas 36.3%, and Denver 46.0%).⁵
- High school graduation rates have improved in all 13 counties in the H-GAC region over the past five years.⁶ However, only about 80% of residents age 25 and older have a high school diploma/GED. This is lower than the national average of 85.3% and is also the lowest average compared to the identified peer regions whose high school diploma/GED percentages range from 81.5% (San Antonio) to 88.9% (Denver).⁷
- In our region, approximately 22% of children under age five are enrolled in preschool, which falls below the national average of 24%. A few peer regions have higher preschool enrollment rates as well,

with 28% in Atlanta, 26% in Denver, and 25% in San Antonio.⁸ The availability of and participation in high-quality early childhood education has been shown to help close the disparity in educational achievement among racial, ethnic, and socioeconomic groups.⁹

Existing Plans and Initiatives

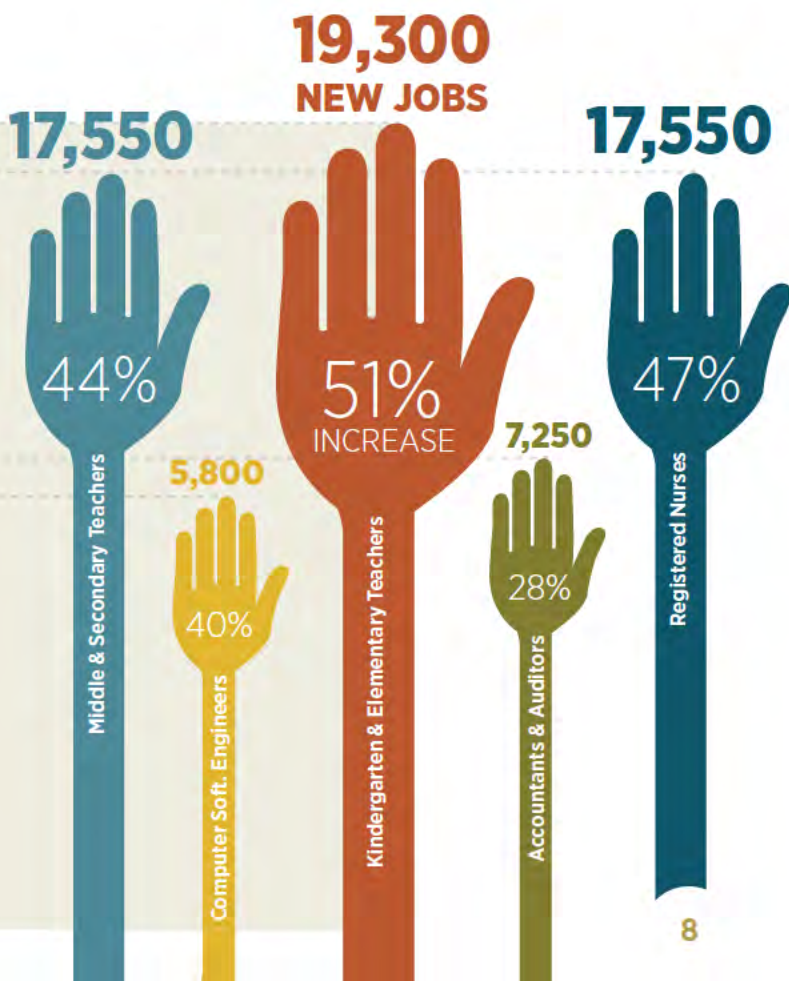
- Several initiatives in our region are targeting educational challenges including:
 - » the United Way of Greater Houston's Bright Beginnings program that focuses on improving the learning environment at childcare centers;
 - » Houston Independent School District's Grads Within Reach program that encourages high school dropouts to return to school and graduate; and
 - » the Greater Texas Foundation's Texas Regional Action Plan for Postsecondary Completion and the College Board Advocacy & Policy Center's College Completion Agenda that address low graduation rates.

Benefits to More Education¹⁰



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Our region's targeted high-growth, high-demand industries require a qualified workforce.

Leading Occupations Requiring an Associate Degree or Higher¹¹

our economy is built on a variety of businesses and industries, including petrochemical, medical and agricultural sectors that are internationally, nationally, regionally and locally owned and operated. Overall our region fared better than many places during the recent economic downturn. However, unemployment is still higher than in the past, and not all job sectors are recovering equally.

Regional Context

- The 2011 gross area product for the Houston-Sugar Land-Baytown Metropolitan Statistical Area (MSA) totaled \$442.4 billion, making the area economy the 25th largest in the world, just behind Argentina and South Africa.¹²
- Our region is home to numerous multinational energy corporations and one of the world's largest petrochemical complexes.¹³
- The region's major economic drivers include four of the nation's busiest ports, the world's largest medical campus, and significant agricultural production.¹⁴
- Houston ranks 17th out of 100 global cities for the cost of doing business.¹⁵
- Our region has approximately 20,000 farms and nearly 4.6 million acres in agricultural production.¹⁶
- The Houston-Galveston Region fosters entrepreneurship – ranking first in the nation in the share of earnings coming from self-employment at 37%.¹⁷
- Construction, manufacturing, retail and accommodations, and food service account for 34.5% of our region's employment and are job sectors particularly sensitive to economic downturns.¹⁸
- By November 2011, the 13-county region had regained all of the jobs lost since December 2008.

However, the unemployment rate of 6.3% as of September 2012, declined from the January 2010 peak of 8.8%, is still two full percentage points above the pre-recession low of 4.2% in December 2007.¹⁹

Existing Plans and Initiatives

- The Center of Houston's Future led a collaborative effort to develop the *2012 Community Indicator Report – Human Capital Development and Education: Early Childhood, K-12, Workforce Preparedness* – a new resource to facilitate public policy decisions regarding enhancement of the region's workforce.
- The Gulf Coast Workforce Board has established initiatives to retain and grow high-skill/high-growth occupations, including health care, energy, industrial construction, aerospace and education.
- Economic development groups have developed several plans and reports to assist with expansion of our economic base, such as:
 - » the Gulf Coast Economic Development District's *Comprehensive Economic Development Strategy* and the *Regional Industry Cluster Analysis*, and
 - » the Texas Comptroller of Public Accounts' *Texas in Focus: Gulf Coast Region Economic Development Report*.

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Our region offers a diverse spectrum of flora and fauna, ranging from upland forest to tidal wetlands.²⁰

Natural Areas²⁰

-  High-Quality Natural Areas
-  Existing Communities

our open spaces enhance the region's quality of life by providing public gathering spaces for socializing, recreation, and outdoor education. If strategically located and designed, these areas can also improve ecological functionality and increase tourism revenue for surrounding businesses.

Regional Context

- In 2012, Harris County and the seven surrounding counties²¹ have more than 3 million acres of high-value environmental resources, including coastal prairie, bottomland forest, upland forest, water bodies, and tidal wetlands.²²
- Our region has 275,000 acres of parkland at more than 3,000 public park sites, for an average of about 18 acres/1,000 people.²³
- Our region is home to Christmas Bay, a pristine coastal estuary that supports many wildlife species and some of the last remaining sea grass beds along the upper Gulf Coast.
- Our region is on the central flyway for migratory birds and areas in the region consistently rank in the top 10 for the number of species counted in the Audubon Christmas Bird Count.²⁴
- The estimated annual value of environmental benefits, such as air pollution removal and carbon storage and sequestration, provided by the region's trees is \$456 million.²⁵
- Regional efforts are under way to raise awareness of high quality natural resources and outdoor recreational opportunities available to residents and visitors. These initiatives also highlight the need to improve and preserve access and physical amenities across our region. These efforts include:
 - » the Bayou Greenway Initiative,
 - » the Katy Prairie Conservancy, and
 - » the International Economic Development Council's recommendations for developing coastal tourism strategies for Brazoria, Chambers, Galveston and Matagorda counties.
- Regional efforts are under way to prioritize and preserve the region's unique ecosystems, working landscapes, and parks and open spaces including:
 - » H-GAC's *Eco-logical: Regional Decision Support System* that prioritizes our region's environmental

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Existing Plans and Initiatives

- Twenty-one cities in the region have adopted tree and landscaping ordinances to maintain and increase the tree canopy. Many local governments have also passed parkland dedication ordinances requiring developers to include park space in residential developments or pay a fee in lieu of land dedication to support direct land acquisition and public park investments by local communities.
- The Lone Star Coastal National Recreation Area initiative aims to acquire and preserve natural lands that can provide a natural buffer and flood control for potential natural disasters.



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Our region contains more than 80 municipal recycling drop-off facilities.²⁶ Over a five-year period, we have seen a significant reduction in the overall waste stream – from 8.21²⁷ to 6.45²⁸ pounds per person per day through the efforts of cities, counties and schools in our region.

Recycling Centers²⁹

○ Drop-Off Facilities

our natural resources will be strained as the region's population increases. Although many local areas already fail to meet air and water quality standards, regional partners are reducing these deficiencies through green construction practices, transportation improvements, and the use and reuse of renewable energy sources. These conservation strategies help the environment while often reducing energy and infrastructure costs.

Regional Context

- The United States Environmental Protection Agency indicates that the majority of our region is currently below the national air quality standard for ground-level ozone.³⁰
- The core area covered by H-GAC's Clean Rivers Program includes more than 16,000 miles of streams and shorelines and 51 major stream segments or bays. Of those tested, 90% of the water bodies are impaired (by either bacteria or other contaminants) and do not fully meet state water quality standards.³¹
- Water supply is being affected by ongoing drought conditions, increased demand from ongoing growth in population and industry, sedimentation in some reservoirs, and mandated reductions in groundwater use in many areas.³²
- The Texas Water Development Board Region H Water Planning Group, whose area covers the majority of our region geographically,³³ projects available water supply will decrease to 2.58 million acre-feet in 2040 with a demand of 3.04 million acre-feet by then.
- Our region has 749 LEED (Leadership in Energy and Environmental Design) registered and/or certified projects, making our area one of the nation's leaders in green building. (Washington D.C. ranks first with 799 projects, New York ranks second with 792, and our region is third.)³⁴

- The United States Conference of Mayors has ranked the Houston-Sugar Land-Baytown MSA as the third largest green job market in the nation with expected job growth in these sectors from 21,250 in 2006 to 168,136 in 2038.³⁵
- In 2010, 7,214,143 tons of waste was sent to landfills in the Houston-Galveston Region.³⁶

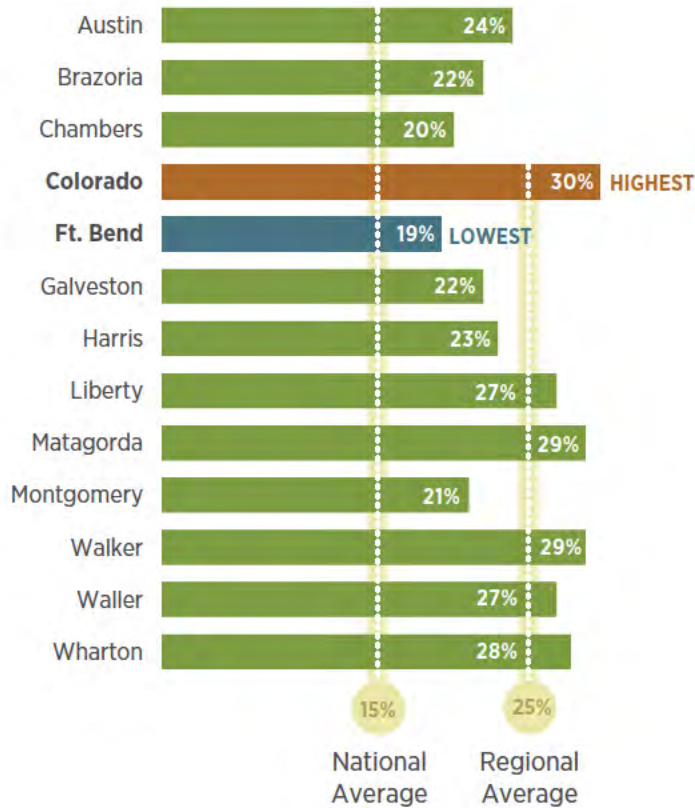
Existing Plans and Initiatives

- Water quality and water supply issues are being addressed under a variety of efforts, including watershed protection plans, water quality monitoring data, and water supply planning. Examples of Clean Rivers Program publications include basin summary reports, water quality management plans and multiple watershed protection plans, and the *I-Plan* (Implementation Plan as developed by the H-GAC's Bacteria Implementation Group, familiarly known as the BIG).
- Managing waste and consumption and efficiently reusing and conserving natural resources are the focus of a variety of efforts, including H-GAC's *Regional Solid Waste Management Plan* and *Residential C&D Study*.
- Regional transportation improvement efforts, including HOV (High Occupancy Vehicle) lanes, arterial traffic flow improvements, park and ride lots, transit infrastructure and service

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Approximately 25% of our region's residents do not have health insurance; this rate is higher than the national percentage of 15%.³⁹

Percent in Poverty⁴⁰

- Highest
- Lowest

our health system benefits from world-class medical and recreational facilities. However, many populations do not have access to health care options due to a lack of insurance or proximity to neighborhood clinics, and not all residents have access to fresh food, regular walking and biking opportunities.

Regional Context

- The region is served by 125 emergency care and psychiatric hospitals.⁴¹
- 28.6% of our region's residents are obese, compared to more than 35.7% nationally.⁴²
- 5% of our region's population has asthma,⁴³ compared to 8.2% nationally.⁴⁴
- 8.5% of the region's residents have diabetes,⁴⁵ compared to 8.3% nationally.⁴⁶ The region's average rate is close to that of the nation; however, some of our outlying counties have as high as 11.3% diabetes rates.⁴⁷
- Nearly 28% of Houston area deaths are attributed to cardiovascular diseases⁴⁸ compared to 25% nationally.⁴⁹
- 48% of our region's residents live within one-quarter of mile of a park or trail.⁵⁰
- There is a shortage of primary care facilities accessible to surrounding rural county residents.⁵¹ Eight of the 13 counties in our region have a health professional shortage. Waller County has the fewest direct patient care physicians per population with a ratio of 13,784 patients to one physician.⁵²
- Exploring ways to provide access to fresh food and healthy communities are being considered in a variety of efforts, including Houston Tomorrow's Regional Food Assessment (this assessment has not been completed), and the United States Department of Agriculture (USDA) Food Deserts Locator.
- Many communities have a YMCA or similar facility that offers health programs and opportunities to low-income families.
- Demand-response transit programs can give the elderly, disabled and low-income residents options for getting to health care services outside of their transit service area.

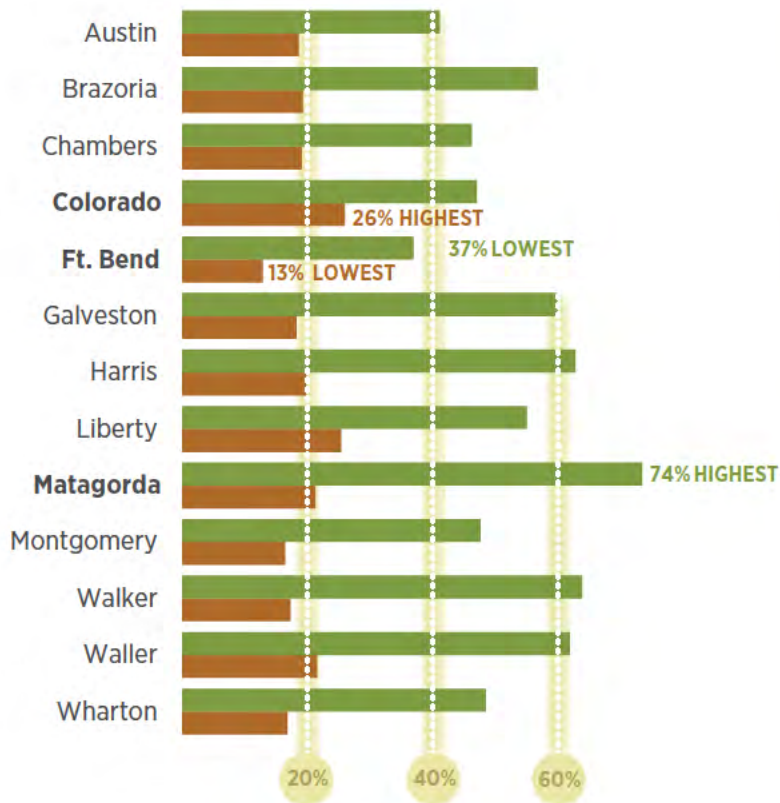
Existing Plans and Initiatives

- The Texas Department of Rural Affairs offers several programs to help attract doctors to rural areas, such as the Medical Underserved Community-State Matching Incentive Program (MUC-SMIP) and the Texas Health Service Corps Stipend Program (THSCP).⁵²



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Our region must offer housing options at multiple price points in order to meet the basic needs of every resident.

Percent of Affordable Housing by Type⁵³

- Renters
- Owners

our housing prices are affordable when compared to other major metropolitan areas in the nation. However, the rate of home ownership is also lower than in many other metropolitan areas, including some with more expensive housing.

Regional Context

- The percent of owned housing units versus rented units in our region is around 62%, compared with 68% in Atlanta, 62% in Dallas, 65% in Miami and 66% nationally.⁵⁴ Single-family homes represent 71% of the built housing in the region, and multi-family residences (two or more families in the same building) account for 29% of the housing units.⁵⁵
- The median household income in the Houston-Sugar Land-Baytown MSA is \$54,146 and the median home value is \$139,800, compared with \$50,221 and \$185,200 for the U.S.⁵⁶ Housing is considered affordable if it costs less than 30% of a household budget. In the Houston-Sugar Land-Baytown MSA, approximately 25% of household income is spent on housing. This percentage plus transportation costs (around 26% on average in our region) makes up 51% of the average household's expenditures. This compares to 52% in the Dallas region, 60% in the Atlanta region, and 52% in the Miami region.⁵⁷
- Homelessness is an ongoing issue in the greater Houston area. During the 2012 annual "Point-In-Time" count⁵⁸ of the homeless in the greater Houston area over 50% of those counted were unsheltered and one in 25, or 3.6% of those counted were under the age of 18.⁵⁹
- State, regional and local efforts are helping to identify impediments to fair housing choice and increase awareness of the need to develop a range of quality housing choices for our region. These efforts include the *State of Texas Phase I and II Analyses of Impediments to Fair Housing Choice*, Fair Housing Activity Statement Texas forms completed by more than 65 local governments following Hurricane Ike, and *Analyses of Impediments to Fair Housing Choice* for the region's entitlement communities.
- Our region has nine disaster-recovery housing programs focused on rebuilding low-to-moderate-income single-family and multi-family housing damaged by Hurricane Ike. These programs improve the quality of housing stock through the repair and replacement of substandard housing and the use of durable building materials and energy efficient design.

(continued on page 24...)

Existing Plans and Initiatives

- The H-GAC region has 19 public housing authorities/agencies that provide services for low-income families and individuals, the elderly and disabled clients and publish consolidated plans reflecting housing needs in their target areas. These agencies' service areas range from urban areas like the City of Houston serving nearly 22,000 households, to small cities like Bellville and Huntsville, which serve 34 and 100, respectively.



Our

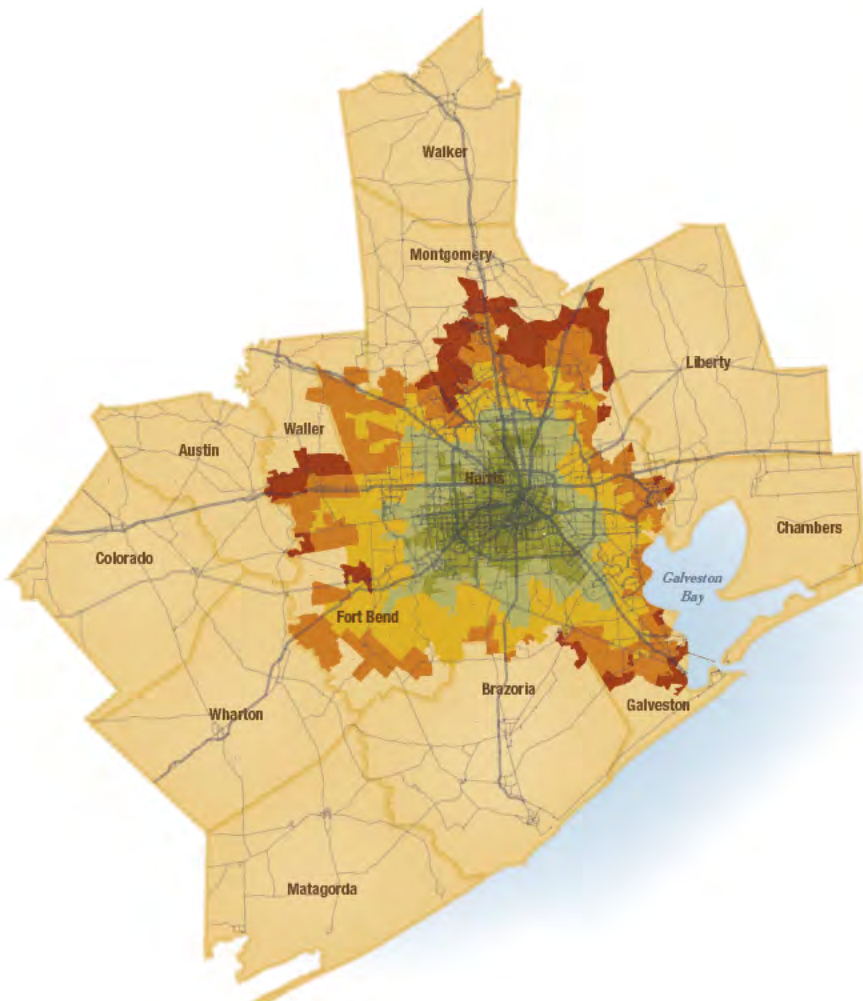
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Our region's commuters have a median travel time of 28 minutes to work, although 7.4% of households in our region do not have cars.⁶⁰ Relying on alternative means of transportation such as transit, walking, and biking can be challenging in areas where having a car may be the only transportation option.

Travel Times on Transit⁶¹ to the Nearest Major Employment Center⁶⁰

- 2 to 15 Minutes
- 16 to 30 Minutes
- 31 to 45 Minutes
- 46 to 60 Minutes
- 61 to 75 Minutes
- 76 to 90 Minutes



our transportation system is overwhelmingly car-oriented. Over 80% of all trips are made by car and, on average, our residents drive 30 miles per day.⁶⁰ Transit service, bikeways and pedestrian infrastructure exist to varying degrees throughout the region but do not constitute a large share of the overall trips.

Regional Context

- Liberty, Montgomery, and Waller counties have the longest average commutes, while Wharton, Walker, and Matagorda counties have the shortest. On average, Harris County residents spend approximately 243 hours in their automobiles commuting to work each year.⁶⁰
- In our region, the percentage of people bicycling or walking to work is 1.8%.⁶² The percentage of residents taking public transit to work is 2.24%.⁶³ Nationally these averages are 3.4% and 4.99%, respectively.^{62,63}
- The Houston-Galveston Region Transportation Management Area (TMA)⁶⁴ includes 24,035 lane miles of highways and roads, 149 miles of HOV and managed lanes, 8 miles of light rail (with an additional 15 miles under construction), and around 980 miles of bikeways.⁶⁵
- About half of our region's residents do not have access to transit, defined as being within a half mile of a rail or bus stop.⁶⁶

Existing Plans and Initiatives

- Houston TranStar is a partnership between Texas Department of Transportation (TxDOT), Harris County, METRO, and the City of Houston that leverage their respective resources by coordinating transportation and emergency management services for the greater Houston region.
- Transportation choices are considered in several planning efforts, including H-GAC's *2035 Regional Transportation Plan*, *Gulf Coast Regional Updated Regionally Coordinated Transportation Plan*, *2009 State of Safety in the Region*, *Livable Centers*

studies and Pedestrian and Bicycle Special Districts studies.

- H-GAC has developed tools for people to learn about and use alternative modes for conducting some of their daily activities, including by bicycle, carpool, and park and ride services. The tools include:
 - » the Commute Solutions viewer, a web-based tool that helps residents identify alternative means of transportation in our region;
 - » the NuRide program, an online tool that allows carpoolers to find rideshare partners and receive rewards for walking, biking, telecommuting, taking public transit, carpooling, or vanpooling; and

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Houston ranks 4th in truck volumes, 1st in pipeline volumes, 2nd in port volumes and 11th in air cargo volumes in the nation. These transportation networks benefit the entire region.⁶⁷

Goods Movement Systems, Including ports and air cargo facilities⁶⁷

our goods movement system is one of the largest and most influential in the world, resulting in high-quality jobs and foreign investment in our region. If not planned and mitigated, continued growth and expansion will increase traffic congestion, air and noise pollution, and other nuisances that compromise our region's quality of life.

Regional Context

- Within the Houston-Galveston Region TMA, nearly 700 million tons of freight is transported annually by our regional system which includes 24,000 miles of roadways, three Class I railroads, four deepwater ports, two major air cargo facilities, and more than 21,000 miles of pipelines.⁶⁷
- Houston's air freight network is a major link in the nation's air cargo network. Houston airports were ranked 16th in the nation for air cargo tonnage in 2009, highlighting the importance of the air freight system to both the Houston-Galveston Region and the nation. About 44 percent of the region's air cargo is international with Asia, Australia, and Africa being major trading partners.⁶⁷
- The Port of Houston creates more than one million jobs in Texas and generates more than \$178 billion in economic activity in the state.⁶⁸

Existing Plans and Initiatives

- TxDOT has created a stakeholder group to help the region's ports plan for and address areas affected by the Panama Canal expansion scheduled for late 2014. The Port of Houston is committing \$206 million in capital improvement projects at the Bayport and Barbours Cut container terminals and maintenance dredging projects in the Houston Ship Channel. The Port of Freeport has 7,500

acres of developable land available for increasing its physical capacity.

- H-GAC has a *Final Report: Regional Goods Movement Study (Draft)* that has engaged the freight private sector to ensure that the long-range transportation planning process addresses intermodal mobility options.



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Our region's diverse ecosystem is vulnerable to flooding.

Flood-Prone Areas⁶⁹

- 100-Year Floodplain
- Tropical Storm
- Category 1
- Category 2
- Category 3
- Category 4
- Category 5

our resiliency is dependent on regional coordination and preparation in anticipation of natural disasters. Our efforts to plan and facilitate disaster preparation, response, and mitigation will reduce the short- and long-term costs associated with flooding, hurricanes, drought, extreme heat, wildfires, and other natural events.

Regional Context

- Our region borders the Gulf of Mexico and is vulnerable to hurricanes and flooding. Just over one-quarter of our region's residents live within a hurricane evacuation zone, and nearly 35% live within a 100-year floodplain.⁷⁰
 - Texas, including our region, suffered through one of the worst droughts on record beginning in October 2010, resulting in \$5.2 billion in agricultural losses and between 100 and 500 million dead trees statewide.⁷¹ In the 8-county Houston region, estimates show that about 10% of the entire tree canopy will die within two years of the drought, which is around 66 million trees.⁷²
 - H-GAC has distributed \$43 million⁷³ within the "Ike Round 2.2" allocation to local governments within our region for HUD Disaster Recovery Enhancement Funds eligible projects, including land use planning, updating flood insurance rate maps, buy-outs, drainage projects, and other mitigation measures.
 - In 2008, Hurricane Ike caused over \$27.8 billion in damages,⁷⁴ making it one of the nation's costliest storms in history. Ike's storm surge affected about 205,000 people in Harris, Galveston and Chambers counties.⁷⁵
- Several local and regional initiatives are in place to address and coordinate disaster preparedness, recovery, and mitigation including:
 - » H-GAC's *Regional Hazard Mitigation Plan 2011 Update* that includes more than 700 mitigation actions, some of which may mature into regional projects;⁷⁶
 - » H-GAC's *Foresight Panel on Environmental Effects* that recommends sound strategies for local governments to adapt to the potential effects of climate change should it occur; and
 - » H-GAC's Disaster Debris Clearance and Removal Services program that allows communities

(continued on page 24...)

Existing Plans and Initiatives

- H-GAC's regionally-coordinated effort and campaign, "Together Against the Weather," is designed to aid people with limited means and mobility to evacuate safely or to find a safe shelter during or after a major storm or hurricane.



jump page

economy

(...continued from page 9)

- Some community colleges in our region offer industry-specific-training programs that can help lead to immediate employment upon degree completion such as:
 - » San Jacinto Community College's Maritime Industry Program;
 - » Houston Community College's workforce program, that includes training in specific areas such as accounting, business administration, drafting, emergency medical services, marketing, sales, and service; and
 - » Lone Star College's Career and Technical Education program that provides targeted training to get quickly into the workforce in areas such as architecture, energy and manufacturing, finance, health science, IT, law and public safety, and transportation.

open spaces

(...continued from page 11)

- » assets based on the quality of the ecosystems and can be used to help decision-makers assess the development impacts and prioritize areas that should be considered for conservation.

natural resources

(...continued from page 13)

- improvements, bikeways, ridesharing/vanpool, and clean vehicle programs have been implemented to reduce mobile sources of air pollution.
- Air quality programs perform public outreach through numerous meetings, and large and small scale events. The private sector participates financially in programs (e.g., Clean Vehicles, Commute Solutions) either through donation or matching funds to help leverage public funding.

- The Greater Houston Builders Association's Green Built Gulf Coast Program has around 50 builder members who have registered more than 3,343 homes in the region since 2010. Each home uses approximately 26% less energy and has 13% lower maintenance costs.³⁷
- Some municipalities in the region have begun adopting green practices, such as water reuse for irrigation, light-emitting diode (LED) traffic lights, and solar powered parking meters, saving taxpayers money. The City of Houston saves \$3.6 million a year through use of LED traffic lights at more than 2,000 intersections.³⁸

housing

(...continued from page 17)

- New Home Housing runs a successful Single Room Occupancy (SRO) program in Houston that serves approximately 600 individuals. This could serve as a model for other communities in the region.

transportation

(...continued from page 19)

- » the Regional Bikeway Viewer, an interactive map of existing and planned bikeways in the Houston-Galveston Region.
- METRO is constructing three new light rail lines scheduled for completion in 2014. H-GAC and some regional jurisdictions and agencies are exploring ways to increase biking and walking as transportation modes. METRO and H-GAC are also working together to create better pedestrian and bicycle connections to other transit options.

resiliency

(...continued from page 23)

- » to save time and money with debris cleanup after natural disasters and to maximize eligible reimbursement from the Federal Emergency Management Agency.

endnotes

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